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JOBS FIGHT

A WORKERS' Action Committee from the threatened Ross Fools factory at Hull mounted a demonstration at Grimsby last week in an effort to save 328 jobs. This peaceful protest (below) was staged outside the Ross headquarters. Story page two.



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SALMON

From page one
The Tweed Fisheries Act of 1969 remedied some of the antiquated arrangements from the 19th century act by introducing local authorities into the management of the Tweed fishery.

Nevertheless, point out the NFFO, the representatives of landowners and local authorities are not the representatives of the sea fishermen although the Tweed Commissioners extend five miles out to sea.

The NFFO is also critical of the legal consequences of the act. These place an onus of proof that a salmon in someone's possession out of season, was not taken contrary to the provisions of the Act, on whoever has the fish, would appear to embody a presumption of guilt.

The stigma of a court appearance, and possible fine, simply because a fisherman has a possession of a salmon which might be from the river, is unusually harsh.



Workers from the threatened Rose Foods factory at Hull moved across the Humber to protest.

'SAVE OUR JOBS'

DEMO HITS GRIMSBY

COMMENT

WITH A call for a general election expected shortly, there is growing concern among fishermen about who is going to take over the mantle of Minister of Agriculture and Fisheries if the Conservative Party is successful. There is no doubt that whoever takes over the post, they will be haunted by the shadow of John Silkin, who, with his strong action of conservation, now commands wide respect from the industry.

In the present shadow line-up, John Peyton is the man pencilled in by Mrs. Thatcher for the job. Just lately we have seen Mr. Peyton tentatively dipping his toes in fishing waters to test the temperature; the result has almost been frostbite.

Reaction by fishermen to Mr. Peyton has been decidedly cool. Whatever his attributes in other spheres, he does not seem to catch the imagination when it comes to fishing.

With EEC negotiations at an impasse, he has missed the opportunity to talk about new lines of approach a Conservative government might open. This only confirms suspicions that a new Government might not have any special policy on fishing.

Among Scottish fishermen, an awareness of the danger of this situation is becoming apparent. Eyes are being cast around at Conservative members they would have confidence in as a Minister. Top of the pile seems to be the member for Angus and Mearns, Alick Buchanan-Smith. A man able to talk eloquently about fishing in Parliament and communicate easily and effectively with fishermen, Mr. Buchanan-Smith has an excellent track record in fishing.

A former shadow spokesman for Scotland, Mr. Buchanan-Smith has always kept in close contact with the problems of the fishing industry. He also fits the bill on the agricultural side of the ministry as he is from a farming background.

If Mrs. Thatcher becomes Prime Minister, it remains open to doubt whether she will be influenced at all by the lack of impact Mr. Peyton has made on the fishing industry. History will be sure to repeat itself; the man she appoints will be primarily for agriculture, with fishing as an afterthought. This leads back to the old argument of the need to have a separate fisheries ministry.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Circulation: Ann Dunsford
75-77 Ashgrove Road, Ashby
Down, Bristol BS7 9LW.
Tel: 0272 426711

Advertisement Director: Jack Fletcher
Published weekly

Advertisement Manager: Bill Barber
Registered as a newspaper at the Post Office

110 FLEET STREET, LONDON EC4 2JL
Tel: 01-363 6861. Telex: 21977

THE FIGHT to save the 328 fish processing jobs at the West Dock Street factory of Rose Foods Ltd. Hull was carried to Grimsby last week. A 48-strong delegation of the workers' action committee staged an impressive demonstration lasting two hours on Wednesday last week outside the firm's skyscraper headquarters.

It was part of the campaign to avert the planned closure of the factory on November 3. The party arrived by coach and was headed by John Needham and Les Bradford, the convenor and the chairman of the Hull shop stewards.

As the Hull contingent — carrying banners and placards to emphasise their plight — marched up and down the forecourt outside Rose House, on Grimsby fish docks, the numbers were swelled as workers from Grimsby processing factories joined the threatened Hull workers. All are members of the General and Municipal Workers' Union.

Mr. Bedford told *Fishing News*: "We are keeping it a peaceful demonstration to show we are responsible people who want to work in secure employment".

Upset

He added that he had been upset at the manner in which the announcement had been made as they had been led to believe the two Rose factories in Hull would be brought together without any loss of jobs.

The delegation was further strengthened by the addition of Bill Allen, the GMWU regional organiser, and Peter Nevet, branch administrative officer of the Hull GMWU food and general branch.

Both paid tribute to the work done by the action committee and stressed their concern that the proposed closure of the Rose factory could pave the way for similar closures by other Hull fish processing firms largely controlled from Grimsby.

It was confirmed that the issue had been taken up at national level and that an application had been made to the Government for financial aid to enable Rose to keep the

Noticed

Later these talks were described as 'helpful' and Mr. Allan said Rose had considered the 90-day period since the planned closure was announced was being devoted to consultation. During that period none of the workers threatened with redundancy would be given notice.

"This in effect meant," said, that should the worst happen and the factory close, the workers could expect to receive sums of money, at periods of direct employment, leading to some cases beyond Christmas.

Ross is set for a further meeting with the union today (Friday) and has been given until September 16 as a deadline for negotiations on keeping the factory open.

OBITUARY

GROUP Captain Alexander Black Olney, chairman and managing director of the Fleetwood Fish Meal and Oil Ltd., died on September 22, 1978, at his home in Dorset. He was 84.

He took over the chairmanship of the company from his father-in-law, Captain Spencer, after Mr. Spencer's death in January 1962. He joined Spencer in 1948 after service in the RAF in which he was twice mentioned in Despatches.

New pursers for Shetland island fleet

THE SMALL Shetland island of Whalsay, which already has four powerful purse seiners, is to get two more. Both vessels are being built in Norway at the Sigbjorn Iversen shipyard with money put up by the Norwegian Government.

Per head of population Whalsay, with 800 people, must be one of the most powerful fishing communities in the country. The island is almost totally reliant on fishing.

The first of these 106ft. vessels is due to arrive around November and has been ordered by Skipper Laurence Irvine and partners as a replacement for *Antares* (now sold to Fraserburgh).

The other vessel is a new order by eight young fishermen. One of the partners in this new venture, David Hutchison, told *Fishing News* that finance was not available from the WFA/HIB so the Norwegians put up an 80 per cent loan at eight per cent interest to get them started.

Norway is not only scooping up the new vessel orders, but her gear manufacturers are also cashing in.

Both vessels will be equipped with six RSW tanks and have Karmoy deck gear. The new *Antares* will have two Simrad sonars and echo sounders, as well as Weimar sonar from America. She will be similar in design to *Lunar Bow*, but with a lower wheelhouse.

For main propulsion both vessels will have 1,000 hp Mirreles-Blackstone engines. Skipper Irvine expects to be trying the south-west mackerel grounds with the new *Antares*. Although herring fishing is now banned, he told *Fishing News* that there were plenty around on the grounds.

Commenting on the lack of finance for building new vessels, a White Fish Authority spokesman said that at present purse seiners did not have a chance. Due to lack of funds from the Government a "policy of containment" is now being applied.

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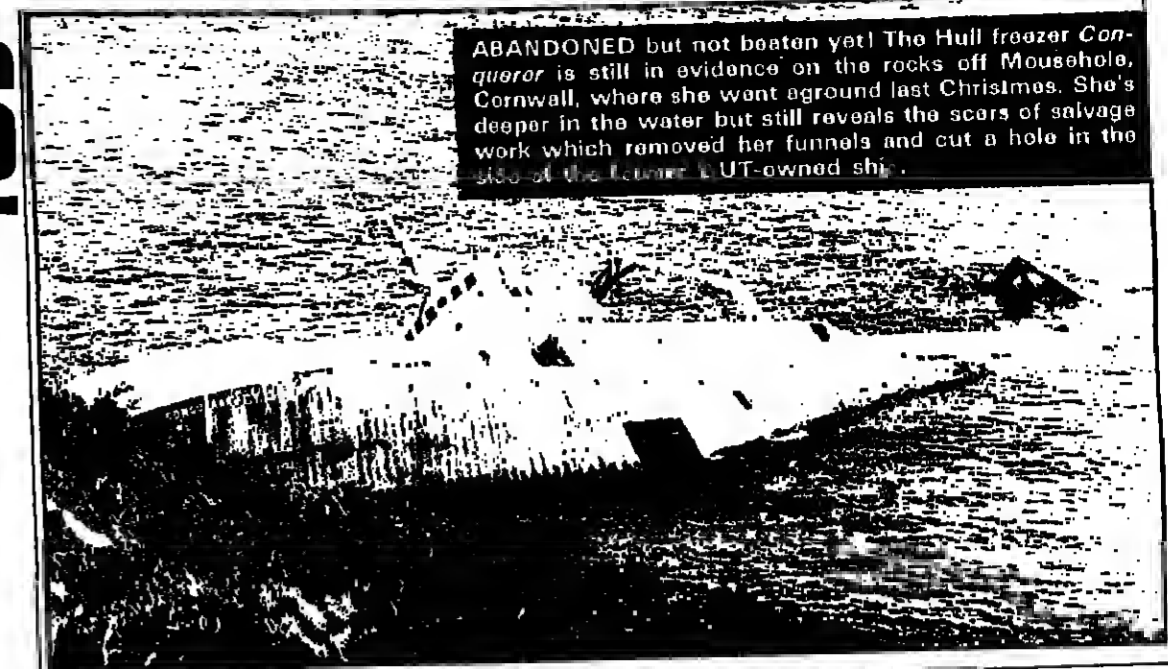
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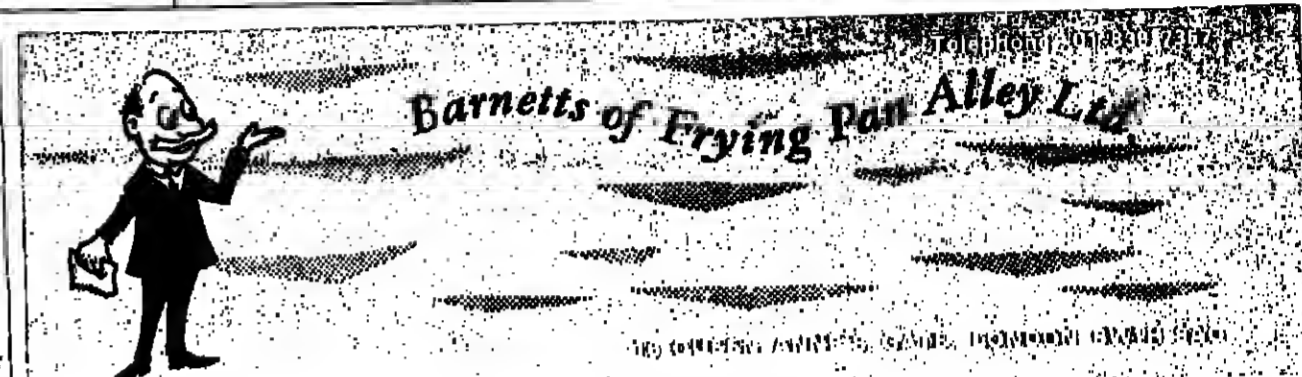
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ABANDONED but not beaten yet! The Hull freezer *Conqueror* is still in evidence on the rocks off Mousehole, Cornwall, where she went aground last Christmas. She's deeper in the water but still reveals the scars of salvage work which removed her funnels and cut a hole in the side of the hull. A UT-owned ship.



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

Mr. Alan Jenkins,
c/o Feldanfeld & Nicolson, London, S.W.11.

My Dear Mr. Jenkins,
I loved it. Really loved it. So very enjoyable. I laughed as merrily as when I first informed of the intricacies of the physical act of love. I'm tremendously grateful to you for writing it. Oh, sorry. Your new book, I mean. The book about...

You tell a fascinating, original and engaging story of the almost unbelievable spending habits of the world's very richest people... the filthy rich, the blasphemous, the acquisitive possessors of vast bundles of lovely folding money, gold, oil, skins, precious stones, land and property. To the rest of us poor mortals, it makes their financial habits and eccentricities righter than right... didn't they spend well?

At first, as a careful-to-mean man myself, the Henry Ford of the fish world, I was incredulous and reckoned you must be having us on, and were sending up your financial betters. But reading on, and I couldn't stop, I realised it was just had to be true, and this was the fantastic, amusing end-product of your many hours of research; a privileged peek at those who really had it — in trumps — and fought long and hard to ensure that they didn't take it with them. And justice was done: they didn't.

The names of your chief money-bagged characters come straight from the financial pages of a Who's Who of multi-millionaires: Calouste Gulbenkian — Mr. Five Percent, himself; bearded, archdiocesan son, Huber — one of the favourites of the old, real Camilla — whose ex-wife, Doris, I chat to each week, as she's now in the same nursing home as my mother; Andrew Carnegie, the Scottish philanthropist; the Astors and the Vanderbilts, and His Exalted Highness, Sir Mir Osman Ali Khan, the Nizam of Hyderabad, once the richest man in the world; Paul Getty, strange reclus; Howard Hughes, the even stranger reclus; and Alfred Krupp von Bohlen und Halbach, Nazi armament tycoon, whose workers had to be in possession of a signed note from their foreman before being allowed to leave their work to go to the lav... try that little number on at British Leyland during the Labour Party conference!

My special favourites are — or were — Gordon Selfridge and Prince Ali Khan; both fond lovers; the storeowner, an early 20th century sugar-daddy, and the Prince busy throwing the good stuff around on girls, 30 years later. I was once told that during the height of his infatuation for Jenny Holly (who was half of the beautiful Hungarian Dolly Sisters' act), Mr. Selfridge would send a plane, "Boreada", breakfast in London, hung 10 gold chains, each worth £25,000. He came by a rather less exotic method of transport — a taxi from the Dorchester. What a let-down for us poor, simple, starving peasants in the Alley.

I relished your story of Ali Khan "wooing and pursuing Lady Furness with daily mountains of roses". Had it been his father, the Aga Khan, so involved, he would most probably have shown his affection by buying her the Chelsea Flower Show.

But you did cause me just a little disappointment. About 12 years ago, when I was helping to run the family smoked salmon business in Frying Pan Alley, we received a visit from a chap who made a lavish purchase, paying by cheque, signed, "Boreada". But sadly, the Maharajah did not arrive on one of his state elephants from whose legs exotic method of transport — a taxi from the Dorchester. What a let-down for us poor, simple, starving peasants in the Alley.

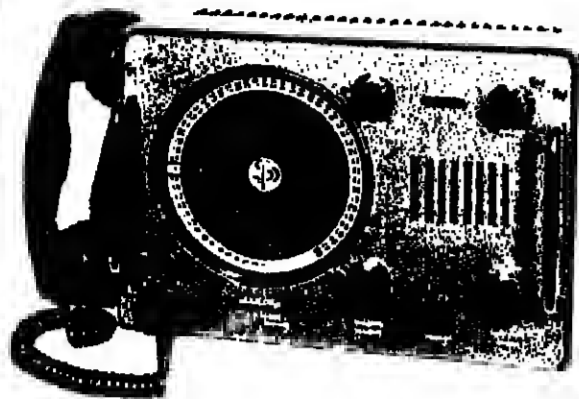
When you write the sequel — The Really Rich Rich Rich — please include my Chairman, whose fortune bears no resemblance to the pitiful wage he pays me.

Again, many thanks, Mr. Jenkins.

Mr. Selfridge of Frying Pan Alley

... and me

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Top trawler axed

ROSS Kipling, Grimsby's top grossing trawler so far this year with earnings just short of £300,000 from 14 middle water trips, was laid up last week by owners British United Trawlers.

Ross Kipling was the only former distant water trawler operating from the port in home waters.

Recently the company withdrew the three sister-trawlers *Ross Kelly*, *Ross Kelvin* and *Ross Kashmir* because there is not the demand for the type of fish they were catching.

Now the decision has been taken to ax *Ross Kipling* — easily the most successful of the quartet of former deep-sea ships. Any doubts about this move were completely vindicated last week when *Ross Kipling* came back to Grimsby with 1,181 kits after 15 days on the Western Isles and saw over half the catch either carted away to meal (433



Ross Kipling — coley trip ties her up.

kits), sold for animal feed (55 kits) or knocked down to the salters (108 kits) at give away prices. Half her catch was coley.

The trawler ended up with just £14,520 which is nothing like enough to cover running costs.

This means BUT now has just 11 middle water wet fish cat' class 130-footers working from Grimsby, plus the

slightly larger *Ross Juno* which was originally built for Eire/Western fishing. She has worked the distant water grounds and has just resumed fishing after repairs to collision damage.

A spokesman told Fishing News that BUT hoped to put some of its laid up Grimsby tonnage back fishing before the year is out, but August and September are always bad months for trawlers.

Bay fish tested by panel

A SURVEY in the north-west of England, sponsored by the Fisheries Ministry and the Department of Health, is aimed at proving Morecambe Bay fish are safe to eat. Last year a study of 12 high fish catches from Morecambe Bay, Liverpool Bay and Plymouth areas showed that there was no risk of eating fish and shellfish caught there.

Now the department has launched a much larger survey. British Market Research Bureau workers have viewed a panel of fish living along the coast between Liverpool and Whitehaven — an area of high industrial charges into the sea. Its results will be compared with those of a panel of people living near the Thames Estuary — a low pollution area.

There are 500 people in two panels and they will be blood and hair sample taken. Next January 20 February 50 people from each area will keep a diary what they eat and, during final week, they will be asked to cook extra fish and shellfish for analysis by Government chemists.

A Fisheries Ministry spokesman said that such surveys are held regularly other parts of the British Isles, but last year's was the first to involve Morecambe Bay.

MANX HERRING 'CARVE-UP'

CONTRIVERSY is raging over the share-out of Manx herring licences by the Isle of Man Government.

One fisherman's leader at Fleetwood, who is a member of the Manx Herring Advisory Committee, has resigned and handed back his licence to protest at what has been described as a 'carve-up'.

English, Irish, Welsh and Scottish fishermen have been given 120 licences for the season which is due to close on September 24. This is an increase of 20 on last year, because local boats are now working under a different system.

Scottish boats have got 59 licences, Irish 55 and English and Welsh six. The local fleet is reported to be 'happy' with 28 boats fishing.

This situation provoked the only skipper at Fleetwood to get a licence, David Rainford, chairman of the Fleetwood Fishermen's Association to hand it back.

Fleetwood owners had prepared several vessels to take part in the fishery and with extra licences this year, Skipper Rainford said that there had been informal hints that these boats would get licences.

Mr. Rainford has now written to the Isle of Man Fisheries Board protesting at the 'shabby deal' and pointed out that 12 new licences had gone to Scottish boats who did not normally fish the area.

Another licence was issued to Fleetwood this week. The owner of a boat from Portavogie, Ireland, is understood to be enlisting the help of his MP because he feels that there has been discrimination in his boat not getting a licence.

The boats are now working on a two units a man a day

quota. This week the president of the Scottish Fishermen's Federation, Gilbert Buchan, was visiting the island. It is understood that he will be making a plea for the quota to be uprated so that Scottish fishermen can and the season a week early. This will enable their high capacity boats to operate more efficiently.

Expected massive prices for herring have not been realised because quality has been poor. This week around 255 a unit was being paid, but early in the season has been as low as £20.

Local sources said that the new system Manx boats were working under had seen "sea-front pleasure boats putting to sea for herring."

Silkin flies high

FISHERIES MINISTER John Silkin was homing in on foreign fishing effort inside British waters last week when he took a trip in an RAF Nimrod aircraft over the grounds. Mr. Silkin is seen at the controls with the captain, Lieut. Beagrove. During the trip the Minister contacted skippers on the grounds to discuss their problems.



New inshore quay?

A NEW SERVICE base for inshore vessels at Aberdeen looks like getting underway shortly.

Aberdeen Harbour Board has reached agreement with the fishing industry joint committee to replace Mearns Quay West, on the River Dee.

The expected cost of the work is £900,000 and the board will be submitting details of this scheme to the Department of Agriculture and Fisheries with a view to obtaining grant aid.

Detailed design work is now at an advanced stage and it is hoped to invite tenders in the autumn.

Meanwhile, the Harbour Board's temporary fish market facilities at Pacific Wharf are now in full operation. A temporary

fish market building has been erected at Pacific Wharf and a fleet of electric trucks also provides transport for boxed fish from Commercial Quay East to the section of the old Commercial Quay West fish market remaining in operation.

Work on a permanent new fish market building at Palmerston Quay is now in progress, and this is expected to be complete at the end of the year.

In addition, the board is seeking Department of Agriculture and Fisheries approval of tenders for a further fish market building at Albert Quay, which is in progress of reconstruction. If approval is received, it is expected that work on the Albert Quay market building will also start soon.

FISHING DEATHS: let's get the facts behind the figures

SIR, I refer to the Under-Secretary for Employment's statement on accident and death rates in the fishing industry compared with coal mining and others in *Fishing News*, August 11. Comparisons are odious and certainly not very helpful in this context.

It appears that the Under-Secretary has included in his fatal accidents all known deaths at sea of fishermen, as is indicated by the number of 84 for 1988 when 88 fishermen were lost in three casualties to vessels off Ireland and the figure 73 for 1974 when *Gaul* was lost with all 38 hands on board.

While on cannot quibble at these numbers being included it is manifestly obvious that fishing is a hazardous occupation but at the same time, having got the numbers of these deaths right I would question his incidence rate per hundred thousand in that I doubt very much if he knows the population at risk.

I would suspect that the Minister has based his population of fishermen upon the number of berths in registered fishing vessels, and it is my experience that the number of berths available bears no relationship to the number of fishermen who sail during a particular year and are, therefore, at risk.

As medical adviser to the deep-sea fishing fleet of Hull, I have been maintaining a register of deaths and population figures and I have also

LETTERS

been studying the causes of death and the circumstances surrounding those men found "missing at sea presumed drowned or killed".

From my experience in the Hull deep-sea fishing industry the figures are given in the table.

Studying these deaths in the Hull deep-sea fishing population over the years concerned reveals several facts. The first is that a disaster of the order of the *Gaul* loss will distort incidence rates of deaths tremendously. But, having said this, who can or has been able to say what was the cause of the loss of *Gaul* and what could have been done to have prevented it?

The second fact to emerge is that, on study of the circumstances occurring immediately prior to the loss of those "missing at sea presumed lost or drowned", it comes to light that out of 18 at least five were, by my diagnosis, suicides and six more likely. In that there had been change in character, temperament and behaviour of the individual prior to his loss and there were no "accidental" circumstances

Year	Accidental deaths	Population at risk*	Number of berths available
1970	Nil	3,000	1,851
1971	4	2,844	1,831
1972	3	2,880	1,818
1973	7	3,354	2,041
1974	40	3,213	1,899
(Incl. 38 <i>Gaul</i>)			
1975	8	2,798	1,894
1976	3	2,218	not available
1977	1	1,881	not available

* (Number of fishermen, all ratings who sailed during the year in Hull deep-sea fishing vessels)

which could have caused the loss of the individual.

Finally, I would say that the figures given by the Ministry certainly indicate that fishing is a hazardous occupation. We know. However, to my mind it would be far more profitable to investigate in depth those serious accidents which have led to the loss of life with the aim and intention of bringing to light facts which may help us in future to prevent a subsequent death from the same or similar causes.

This sort of investigation of deaths should bring to light where there has been failure of gear or equipment, or where there have been errors in the instructions or orders.

It is this approach which will show profit in the long run rather than merely pointing the finger at the fishing industry and saying it is dangerous. W. T. RICHARDSON, Medical Adviser, Hull Mutual Insurance Co. Ltd., The Surgery, St. Andrew's Dock, Hull.

Two fined after radio is tracked

AN INTERNATIONAL flab firm and one of its employees were fined at Falmouth Magistrates Court last week for operating on illegal radio to pass messages to Russian factory ships transshipping catches from British vessels.

Thomas Cieschowski, and Joint Trawlers (International) Ltd. of Reigate, pleaded guilty to the charge of using the station without a licence. Mr. Cieschowski was fined £100, with £50 costs, and Joint Trawlers was fined £100, plus £200 costs.

Following complaints from the coastguard, Post Office Eastern Bloc ships of the investigators moved into the

Falmouth area and tracked the radio down to Mr. Cieschowski's home, where through an open bathroom window they could hear the equipment being operated.

After first denying the charge, Mr. Cieschowski later admitted that he had been using the equipment to advise Eastern Bloc ships of the shore price for fish.

Billingsgate

FRUSTRATED OYSTERS

SO YOU THINK it has been a bad summer! Just imagine how much worse it has been for an oyster.

You've been able to snuggle up under your duvet — and you can even turn on the electric blanket for a spot of warmth if that's what you require to release your libido. Heat may not be essential to humans (although the shrinking quillies of cold baths have long been noted) but for the oyster there is no uirga until the water warms up.

A cold spring, followed by a cold summer, has meant that the sex life of our natives has been much depressed. Both fatherhood and motherhood is denied and that comes extra hard when you are used to being both!

In turn this means that the petter of tiny spat falling from the plankton to settle in a stony nursery will again not be heard this year and that does not auger well for the stocks in four or five years' time.

Now, suddenly, our belated summer seems to have arrived. At least we have had the three odd days when the sun shone. What effect will this have on the frustrated oysters? It could be that the warmer weather will stir them into action and we could see the rare phenomenon of an autumn spawning.

That might be all right for the oysters, but it would not be very good for the trade which is geared to start selling oysters in September. The oysters, exhausted and thin after their spawning, then have the rest of the summer with its more plentiful food to recover, so that when they are harvested in the autumn they are again fat and juicy.

If spawning is delayed until the autumn, the best of the feeding season will have gone with the sun and the oyster planters and merchants will have a difficult job of selection to ensure their usual high quality. So the prayer must be said and the plan is for a few September frosts.

In the meantime, the new season's price has been published. Generally they are up by 12-14 per cent, so that Nos. 1 and 2 Billingsgate, are £28 per 100 and Nos. 3, £15 per 100.

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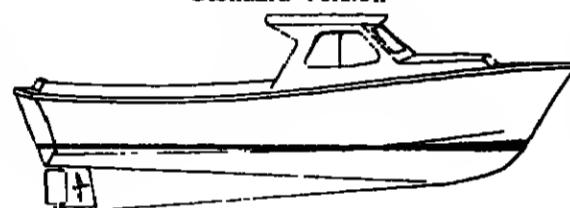
27 Southside Street, The Barbours, Plymouth
Tel: (0752) 28114/28284 — Telex: 46486

LOCHIN MARINE

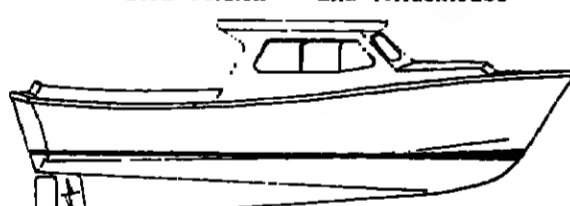
ROCK CHANNEL
RYE SUSSEX
Telephone Rye 3724

Moulded in GRP under ideal conditions to
exacting standards, the Lochin "33" hull
and superstructures are truly versatile.

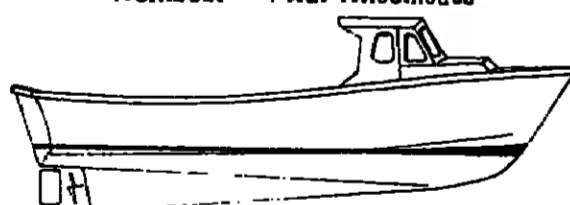
Standard Version



Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 6in. x 3ft. 6in.

(Please state which version interests you and whether
you require details of part fitting out or a completed
vessel.)

FAST — STABLE — SEAWORTHY

The choice of professionals
who know the sea and
demand the best.

Hand line gurdy

"I HAVE obtained prices
of various Norwegian,
Icelandic and American
power-operated reels and
consider them all too ex-
pensive for use during our
six week cod-ripping
season and so I've decided
to use less expensive but
equally robust hand-
operated reels for fishing
in depths to 100 fm.

"I have been told that a
reel of this type is made
somewhere in the Faroe
Islands. Can you supply me
with any information about
it?"

The reel you have heard
about is the Vega Snellan reel
which is deep and narrow in
width so that it can be wound
easily and slowly when fish
are fighting. Immediately
after being hooked, and easily
and progressively faster as
they cease to fight.

The chief reason for its
effectiveness is the automatic
brake with which it is fitted.
This makes it unnecessary to
tend the reel while the line is
running out as the brake acts
in such a way that it releases
or stops the line as required.

If fish are hooked while the
line is running out, it stops,
thereby providing valuable
information about the depth
at which fish are feeding.

Normal practice when
fishing cod in deep water is to
use a 2.5 m. diameter
monofilament nylon line to
which are attached — in
order — a swivel and sixteen
1½ metre, two mm. diameter,
nylon traces with swivels
between them. To the middle
of each trace a rubber reel is
attached by a swivel and
short dropper.

To the end of the bottom
trace is attached a swivel and
two kg. lead.

Further particulars and
current price of the reel,
together with details and
prices of the rubber seals,
swivels etc. used with Vega
Snellan gear, can be obtained
from the manufacturers, J. J.
K. Joensen & Sons, 3812
Midvag, Foroyar, Faroe
Islands.

Propellers for cobbles

"BEFORE I install a new
engine in my cobble I
would like to make sure
of the best size of
propeller to fit.

I read somewhere once that
the owners of a new cobble,
fitted with a new engine and
the size and type of propeller
recommended by the
manufacturers, experienced
excessive vibration and
depression of the stern when
the engine was opened up.

"I do not want the same
thing to happen to my boat
and would be glad of any
advice you can give me."

If I remember rightly,
the cobble you mention was built
in Northumberland and the
owners were very worried
for a time as neither the
builders of the boat nor the
manufacturers of the engine
could suggest a remedy for
the excessive vibration and
depression of the stern.

I believe they eventually
sought the advice of a well
known designer of fishing
boats. He went to

John Burgess' Log



Northumberland to in-
vestigate and ultimately
recommended that a smaller
propeller be tried.

Acting on his advice, they
didn't fit a new one of smaller
diameter and different pitch
but merely machined a couple
of inches off the tips of the
blades of the one in use. This
gave more clearance in the
tunnel and by doing so solved
the problem.

It would seem therefore
that it would be prudent to
select a propeller which is
both approved by the
manufacturers for use with
your engine and for which
there is adequate clearance in
the tunnel.

There's no escape!

"I AM going to make a
few pots with angle top
entrances and a few
creels with two alder en-
trances each. I should be
obliged for any informa-
tion you can send me
about escape inhibitors
and how to make them."

Inhibitors traditionally
used to discourage escape
from wide entrance Cornish
inkwell type pots include two
or three skewers thrust
downwards through the
wicker entrance. These serve
also to hold the bait.

Another time-honoured
device consists of a ring of
netting descending deep into
the pot by way of an entrance.

A modern type of inhibitor
is a trap-door which can be
made to fit many different
types of inkwell and barrel
pots. It is made of weldmesh
and is designed so that it can
be held open when a pot is
being fished by a metal fuse. It is
a type of fuse which dis-
integrates through electro-
lytic action and allows the
trap-door to spring shut.

Various thicknesses are
manufactured so that you can
arrange for the trap-door to
shut at a given number of
hours after you have set a pot.

An inhibitor traditionally
fitted in creels in Scotland
consists of a length of wire
bent round the top of an en-
trance ring in two places so
that it leaves two legs hanging
down and overlapping the in-
ner side of the ring. When a
lobster enters, the legs swing
back to let it in. When it
endeavours to leave, they
provide a fairly effective bar
to its progress.

A modern version consists
of a piece of plastic netting
fitted to the lower half of the
entrance eye. The weight of a
lobster or crab passing
through the eye depresses the
netting and permits easy en-
trance. As soon as it is in the
creel, the netting flips up-
wards and effectively bars the
exit.

Another type is made by
Injection Moulders Ltd. at

Kiltoch Place, East Kilbride,
Lanarkshire. It consists of
one of the firm's plastic en-
trance rings with a cylinder
made of plastic netting at-
tached. The cylinder is
fashioned from a 12 x 8 in.
sheet of chicken mesh
polythene netting specially
moulded by the firm for this
purpose.

Sheets of this kind are in-
dividually moulded and have
ingeniously designed
fastenings incorporated along
three edges of them. Along the
edges intended to be secured to
a ring are twelve plastic
arrows, the shafts of which
can be bent round the ring
and their heads inserted
through a slot at the base of
each shaft. Along one of the
longitudinal edges of each
sheet are five more arrow
heads; along the other, five
slots. Each sheet can be
therefore be formed into a
cylinder and attached secure-
ly to a ring without any
lashing in a few seconds.

Although the sheets are
produced to fit five inch rings,
you can easily reduce them in
size with a knife to fit smaller
sized ones. And you can cut
the length of each cylinder to
the exact length you want,
leaving a few projecting spik-
ed ends as escape inhibitors.

Wooden bobbins

"DO you know where I
can get wooden bobbins
for fitting on the ground
rope of a shrimp trawl?"
You can get them from W.
S. Barnard and Son Ltd.,
West Dock Street, Hull,
North Humberside. They
make them of elm in a dozen
or more sizes from 4-24 in.
diameter and 4-8 in. thick.

Mysteries of metric

"CAN YOU tell me
where I can find out
the equivalent of a
kilowatt in horsepower
and the equivalent of a
ton in tonnes?"

Torry Advisory Note No. 40
Going Metric in the Fish
Industry — by J. Templeton
states that a kilowatt is the
equivalent of 1.341

ANY

QUESTIONS?

IF YOU have any questions
about boats, equipment, gear
or methods, John Burgess is
always prepared to try and
answer them if they are sent
with a stamped addressed en-
velope for reply.

horsepower and that a
kilowatt equals 1.0137
horsepower. I suggest you get a copy
of the Note which is obtainable
(free) from the Torry
Research Station, P.O. Box
31, 136 Abbey Road, New-
deen, or The Hydro-
Laboratory, Wessend
Hull.

Water in the fuel

"LAST October I bought
a boat fitted with a 30
diesel which was not
running order.

"Recently water has
entered the fuel tank, prob-
ably because there is no drain
fitted. I have been told
this can be avoided by fit-
ting a filter in the pipeline. Is
this type of filter worth the
trouble?"

You can fit a filter in the
pipeline between the tank
and the injection system
to prevent any water getting
into the engine.

Some types are made
mainly of transparent
materials so that you can
know much water has en-
tered and removed from the
system. Others are made of
metal and have to be de-
scribed as a month.

Probably the most suit-
able for your purpose would be
a device known as the Har-
Indicating Water Separator.
It is designed to be in-
stalled in a fuel pipeline to en-
sure that any water which may
be present is removed before
it enters the engine.

Water is separated
by means of a swirl cone.
Fuel exit port is located at
top of the unit so that
fuel may be drawn from
above any deposited water.

Unlike conventional filter
which have to be inspected
find out whether they are
draining, the Har-
Indicating Water Separator
provides an automatic signal to
indicate that it ought to be
checked, and if this is ignored, a
safe device operates to pre-
vent water escaping into the
engine.

Full particulars about the
device are obtainable from
T. London (Harwood) Ltd.,
Holland House, Burgess
Road, London SW1W 9JF.

FISH EXPO '78

BOSTON, USA

23-30 October
Special one-week tour
with seven nights at
the 57 Park Plaza Hotel
£249.50

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Spent an extra week
in the Caribbean. Relax
in luxury at Lucaya
Beach, Freeport.
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Grampian

Fishing Tours

15 George Street, Perth
Tel: (0738) 35370

September 1, 1978

BOSTON BLOW



£9,529 for two- week trip

FLEETWOOD'S few remaining large side
trawlers again made big losses last week with
slack fishing on the middle-water grounds
resulted in small landings for their class.

Worst hit was Boston Ex-
plorer, commanded by
Skipper Bill Anderson. She
returned to port after 14 days
with only 402 kits (300 of
haddock) which sold for
£3,529.

On the same day the 164ft.
Ella Hewitt fared little
better. Skipper Joe Newham
sailed the vessel in with 448
kits, including 25 of cod, 250
of haddock, 40 of roker, 10 of
ling and 50 of squid, which
sold for £10,849.

In contrast to the misfor-
tune of these side trawlers
was the success of the stern
pair trawlers Armana and
Nareva. Skipper Tom Chris-
ty in Armana landed 809 kits
— 10 of hake, 465 of cod, 100
of haddock, 150 of coley and
30 of ling — which sold for
£23,822.

Nareva, with John Burns
in command, made £18,649
from 684 kits, including 215
of cod, 135 of haddock, 200
of coley and 10 of ling. The
vessel had been at sea for 15
days.

Good coley fishing helped
the single-boaters Boston
Stirling and Boston Blenheim
to reasonable crossings.

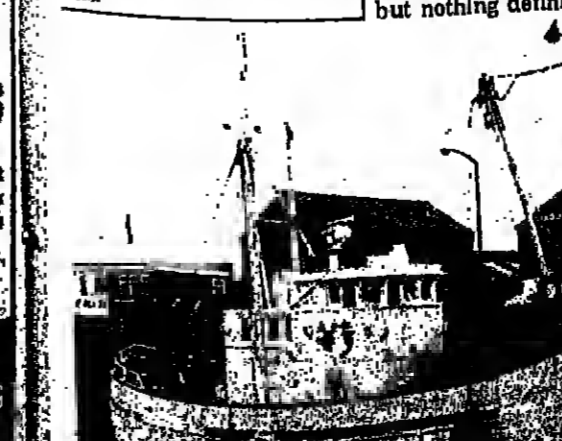
Boston Stirling (Sk. Bill
Bridge) landed 1,137 kits,
which was one of the biggest
middle-water catches in
months, to earn £18,234. The
catch included more than 850
kits of coley and Stirling's
grossing reflects the in-
creased demand for the
variety. The larger Boston
Blenheim (Sk. Brian
McVoy) had 800 of coley in
her total of 1,020 which sold
for £18,017.

The port's Icelandic con-
nection continued with land-
ings by two small vessels.
Seelion had 627 kits, including
190 of cod, 100 of plaice, 225
of haddock and 30 of coley,
for a grossing of £18,000, while
Drifco made £14,950 from 450
kits.

THE 50-TON Penzance-
registered wooden
trawler Efficient (below)
has been bought by
Skipper Clive Jacklin of
Grimsby.

The Scottish-built vessel
will work at the Humber port
as the pair trawling partner to
Sunlit Waters, Grimsby's
latest addition to the growing
numbers of pair trawlers.

Sunlit Waters had already
been linked with various
other Grimsby pair trawlers,
but nothing definite.



NEWLYN'S BIG LINER

NEWLYN'S new 83-footer *Ghi Pat III* sailed into her
home port over the Bank Holiday weekend and im-
mediately started to make ready for her maiden
longlining trip from the Cornish port.

McTay Marina of
Marseyde built the £480,000
steel-hulled liner-trawler for
the Thomas family.

Her skipper is Tommy
Thomas (56) and with him are
his two sons, Sidney (28) the
engineer, and Roger (25) the
mate, plus five crewmen.

She is named after Mr. and
Mrs. Thomas's daughter, Pat,
which continued a family
tradition.

Ghi Pat III is the third boat of
the same name. "I am well
pleased — she is a fine ship",
said Mr. Thomas. He con-
gratulated McTay and added
"This increase in size gives us
the scope for the work." She
has a 24ft. beam, RSW tanks
for 70 tons and a 95-ton chilled
hold.

McTay's chairman, Jim
McBurney, sailed on the 30-
hour voyage to Newlyn.

The first *Ghi Pat III* 15-years
ago was about 30ft. long,
while the second was 80ft.

The multi-purpose *Ghi Pat
III* is also an indication of faith
in the future development of



Top: *Ghi Pat III*'s crew
aboard soon after the boat
arrived on Saturday. Right:
Roger Thomas in the wheel-
house.

Newlyn harbour. Mr.
Thomas, an elected member
of the Newlyn Harbour Com-
missioners by boat-owners,
looks forward to the plan
extension plan and the modern
facilities to be provided.

Ghi Pat III is already worth
much more than her cost.
"The day we launched was
we were offered £100,000 more
for her", he said.

Mr. Thomas said: "The
more they control the mack-
erel, the better it will be for
fishermen and for every-
body".

With eight men on board
and a five-ton restriction in
force, she can catch a max-
imum of 280 tons a week.
Just four years ago mackerel
sold at £9 a ton; today it is
£100.

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TRIPLE STITCHED HEAVY DUTY CRINGLES
REINFORCED CORNERS TANNED TERYLENE
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ROBUST TOP QUALITY SAILS
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LONGLINING USING CLIP-ON SNOODS

Complete range of inexpensive gear available —

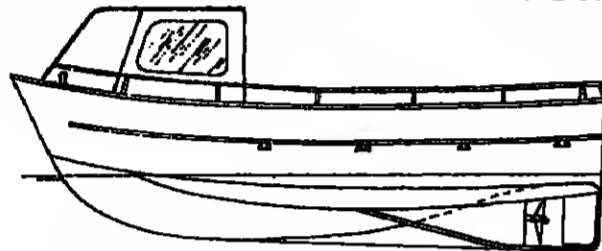
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LINE HAULERS, ANCHORS
LINE BINS, DANS AND MARKERS
ETC.

Send SAE for details, enc. 25p PO for sample clip-on snood with stainless steel trace.

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AVON MARINE - BRISTOL



23'0" x 9'6" steel hulls for fishing, angling charter and work. Optional twin skegs and "tunnel" stern. From £1300. Complete boat also available. Some other boats available now at reduced prices, from £800. 22ft boat with engine £3200 (Illustrated).

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Monofilament Netting

Natural transparent double knot, 100 yards stretched, .45mm, 4", 4½", 4¾" £12.40 each
.65mm, 4½", 5" £35.00 each

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Nr. Halifax, Yorkshire. Tel: 8422.83.2721 or evenings
0422.83.3908

THE ML 22



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LOA 22' 0"
SWL 18' 2"
Beam 5' 7"
Depth 2' 9"

Built by the Small Boat Co.,
Weymouth

The ML 22 is a heavy duty moulding designed and built by professionals for the professional. The moulding is built under controlled conditions with using approved materials. The Small Boat Co., Weymouth, have developed the Weymouth Fishing/Landing launch, based on Milton Laminates M.L.22 heavy duty mouldings.

MILTON LAMINATES LTD

Small boat longlining system set for production

WORKING for a new system for a new longline system are being prepared by the Fish Authority.

ing trials off the west coast. The system is expected to be in production within the next few weeks.

The new system uses American-made snoods and complete drum, hauler, and carousel systems. The system was developed by the skipper-owner, Brian Mullon, in conjunction with the Industrial Development Unit.

The system started basic form last year. Frost and partner, fitted out their vessel Kuester with a designed and built themselves. Fasten drum, hauler and snoods, the first GRP line with pulleys for snood storage.

The snoods were into the bins clip hooks being hung in partitions. Brian is during the steam grounds, each baited and the line had considerable snooding by the sloping wire.

When shooting, the man simply took time from the snooded it on to the longline.

The use of clip-on snoods is not a new idea. It has been used successfully on the west coast of America for a number of years, a number of hook therefore, clips the single fleet of lines very much less than pean vessels.

The clips used were imported from Jensen company of Oregon, and Ian holds the agency through his own Transatlantic Systems.

Made from zinc-plated wire, the clips are available in a number of different sizes, the once being 12mm dia. (1/2") and L72 (for 6 to 7mm). Very easy to use, pressed open, the line and reel being gripped.

Following the snood clip system, an increasing number of men started to use the system. One of these is skipper Megee's proposal, agreeing to design and produce detail drawings for a prototype carousel. This would then be manufactured by Mullon Engineering for installation and trials on-board Patricia II.

Unfortunately, Patricia II broke her moorings during strong gales in March and suffered extensive damage when swept on to rocks. Another Falmouth skipper, Joe Lydford, saved the day when he offered his 45 ft. San Joseph for trials.

The hydraulically-driven drum, manufactured by Transatlantic Fishing Systems, carries the 6.8 miles (11 km) of line. The drum, positioned in front of the wheelhouse, is equipped with guiding-on gear and, also, has a manually-operated disc brake to slow down the drum during shooting and to stop it in an emergency.

The drum is coupled hydraulically in series with a Spencer-Carter 1,000 lb pull line hauler at the starboard rail, the line from the hauler being taken up by the drum. The speed of the drum is faster than that of the hauler, so that the drum main-

potential end readily accepted Skipper Megee's proposal, agreeing to design and produce detail drawings for a prototype carousel. This would then be manufactured by Mullon Engineering for installation and trials on-board Patricia II.

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The drum is coupled hydraulically in series with a Spencer-Carter 1,000 lb pull line hauler at the starboard rail, the line from the hauler being taken up by the drum. The speed of the drum is faster than that of the hauler, so that the drum main-

teins a tension in the line.

If the hauler is stopped during the hauling, the drum simply stalls, and so maintains the tension in the line. The drum takes in line again as soon as the hauler is restarted.

Hauling is carried out over the starboard side, the line to the hauler first being led over a three-roller fairlead mounted well forward. The fairlead, which is positioned over the side of the vessel when in use, can be swung in-board for mooring. From the hauler the line passes around a pulley block on the starboard rail before going to the drum.

For shooting, the line leads off the drum, around the pulley block opposite, then across to a davit-mounted block on the port side. From there the line passes above

Turn to page ten

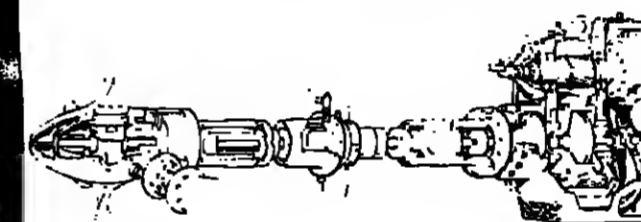


As hooked fish come up to the forward fairlead they are unclipped and placed to one side.

A tidy sum! —

ULSTEIN (U.K.) LIMITED

Textway
Hilland Industrial Estate
Dunfermline, FIFE KY11 5JT
Tel: Dalgety (0383) 823188



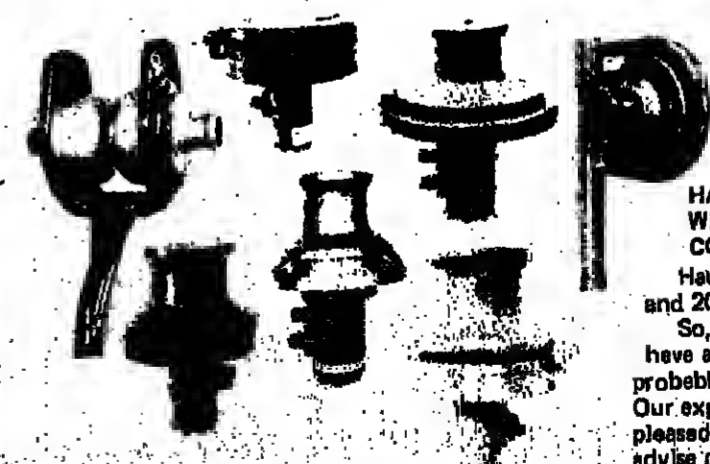
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up to

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Address _____

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KERNICK ROAD PENRYN CORNWALL
Telephone (0328) 73423

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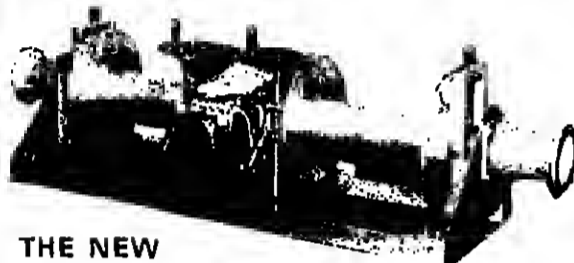


Patron H.M. The Queen

17 years constant service to fishermen and their families

If you want the best
fit the best

— FIT P.N.P. DUERR



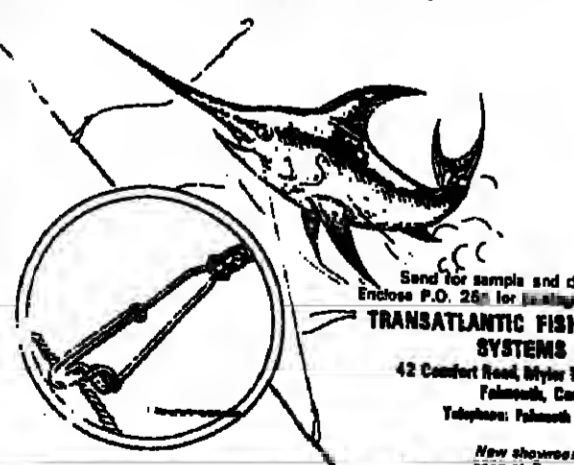
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1 Ton and 1/2 Ton Trawl Winches, Double Drum or Split.
5 Ton to 1/2 Ton Capstans and Pot Haulers.
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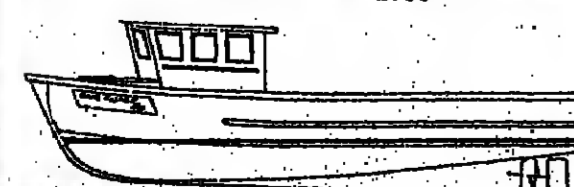
Send for sample and details.
Enclose P.O. 20 for postage and
TRANSLANTIC FISHING
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Telephone: Falmouth 74000

NOW BUILDING KINGFISHER 42

IN PLYWOOD

Full details from:-

Southern Nets, Lower Cross, Udimore, Rye, Sussex
(07873) 3844 or 2185



Longlining system

From page nine

the shooting tube and through a fairlead, into the sea at the stern of the vessel.

The installation of the shooting tube was suggested by the WFA after one crewman was victim of a common accident on line vessels — being hooked through the finger and dragged towards the stern.

The suggestion was to enter the hooks into a slotted tube before clipping the snoods on to the line.

In addition to enabling shooting to be carried out with much greater safety, the tube and fairlead prevent the line fouling the stern of the vessel during manoeuvring.

The line used on San Joseph is 8mm dia. spun nylon Greenfil, supplied by Bldport-Gundry. Snoods are each made up of a Mustad round bent No. 7 hook with a swivel, attached to a Lühr Jensen LJ70 snood clip by 1mm dia. rigid stainless steel wire. The overall length of the snood, including the clip, is 305mm. Although this is quite short by normal standards, the snood appears to be just as effective as longer ones.

The snood storage carousel, mounted forward of the line drum, rotates around a vertical spindle fitted with a brake which enables the structure to be locked in several different positions.

Housed in the carousel are 20 racks carrying 200 snoods each, i.e. a total of 4,000 snoods.

Each rack can be extended, or if necessary removed from the carousel for baiting, shooting and hook replacement when hauling. The racks can be inserted or removed from either end of the carousel.

Before commencing the shooting operation, the carousel is rotated to a position convenient for attaching the snoods to the line. A buffer store of baited snoods is then built up. This is done by taking several hundred snoods from one of the racks, baiting the hooks with mackerel and placing the hooks over a sloping wire which feeds down to the shooting tube.

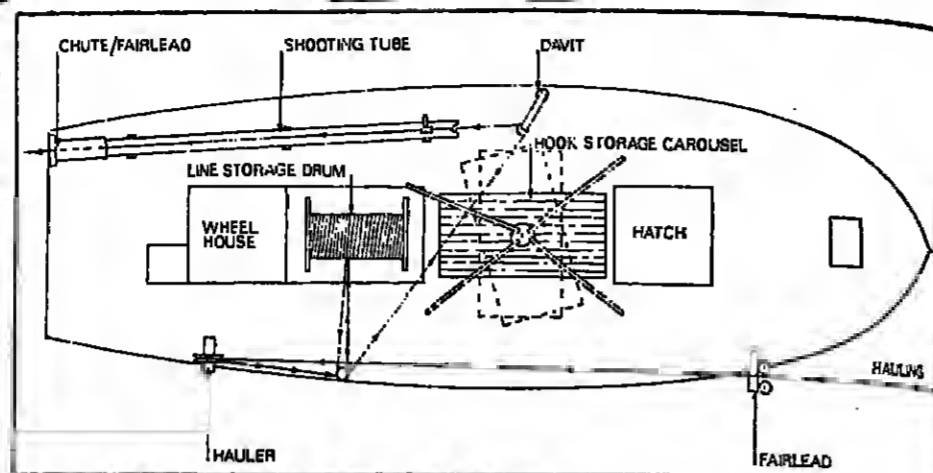
Opportunity is also taken at this stage to load the shooting tube with baited hooks ready for clipping on to the line.

After this has been done, the line from the drum is threaded through the various blocks and fairlead to the stern of the vessel. A dhan is then attached to the end of the line and streamed away, the line being drawn off the drum by the way of the vessel. After sufficient line has been paid away, an anchor is attached and shooting commences.

This is a three-man operation. One man, stationed in front of the carousel, takes one snood at a time from the rack, baits the hook and places the snood on the sloping wire to maintain the buffer store.

The second man takes the snoods off the wire and enters the shooting tube. The third man, stationed alongside the shooting tube, clips the snoods on to the passing longline at the required spacing.

When all the snoods on the first rack in the carousel have



Above: the layout of the snood clip system on San Joseph.

been used, the rack is pushed back into its retracted position and the next one is extended for use. Having emptied all the racks on one side of the carousel, it is then swung through 180 degrees to bring the racks on the opposite side into use.

Once all the snoods have been shot, the second anchor and dhan are attached to the line.

When ready to haul the gear (typically after about two hours), the vessel approaches and retrieves the dhan, anchor and end of the line. The line is then led over the fairlead and hauler to the drum, the hydraulic pump is clutched in and the hauler and drum set to haul.

As the hooked fish come up to the fairlead, one man unclips the snoods from the line and places the fish on one side to await hook removal and

possible in the traditional method since the snoods are applied to the line.

8. Less arduous work. The carousel obviates the need to move heavy baskets around the deck and shooting can be a sit-down operation.

Now that the system has been proved, the WFA is producing drawings for a commercial carousel. This will be based on a standard module which could be built up in a number of ways using different mounting systems to provide storage for 2,000, 4,000, 6,000 or 8,000 snoods.

Meanwhile, skippers from all over the country are time off to visit Falmouth to discuss the system with Brian Magee.

Transatlantic Fishing Systems is continuing to supply large numbers of snood clips and other longline equipment to all parts of the UK and also to several overseas countries including Brunei, Denmark, the Faroe Islands, Iceland, Malawi, Norway and Sweden.

Transatlantic is to market and develop the system further — possibly to include automatic baiting and clipping-on of the snoods.

Further information on the snood clip system and carousel can be obtained from:

Transatlantic Fishing Systems, 42 Cornhill Road, Mylor Bridge, Falmouth, Cornwall, or White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, North Humberside.

8. Easier hauling. Hauling can be continuous since the fish need not be removed from the hooks during hauling. The snood, complete with line and placed in the deck pound until later.

2. Reduced turnaround time. The gear can be baited and shot again immediately after hauling. As mentioned earlier, this cannot be done in traditional lining.

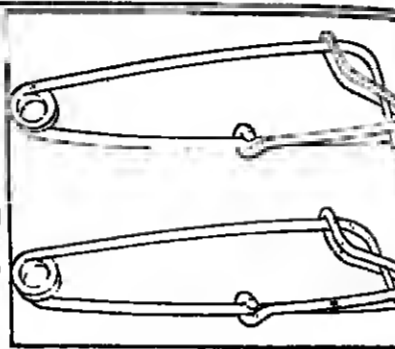
3. Increased safety during shooting. Since the snoods are clipped to the line with the hooks enclosed in the shooting tube, there is no risk of a man being snagged by a hook should there be a sudden surge in the line.

4. Saving in deck space. Storage of the line on a single large drum and the use of a carousel for the snoods enables a great saving to be made in the space the gear occupies on deck. The traditional method requires 20 baskets for a line with 4,000 hooks, and even if GRP bins are used, seven of these (holding 600 hooks each) are required.

5. Easier handling. The use of snood clips and an efficient storage system enables longlining to be carried out with a relatively inexperienced crew. Traditional longlining requires a well-practiced crew to work the gear efficiently without major tangles.

6. Easier repairs. Since the snoods can be unclipped from the line, damaged hooks can simply be rejected. With traditional lines, a lengthy period has to be spent overhauling to maintain the hooks in good condition.

Variable snood spacing. The spacing of the snoods on the line can be varied to suit the type of fishing. This is not



Right: the two types of snood clips. The top one is for 7 to 12mm dia. lines and the other for 6 to 7mm dia. lines.

'Margrethe' makes £31,847 BOJEN 'PAIR' TOPS RECORD

GRIMSBY'S top pair trawling team — the John R. agented *Margrethe* Bojen (Sk. Jens Bojen) and *Frances* Bojen (Sk. John Richardson) — added another £5,059 to the port's pair trawling grossing record last week.

Their massive combined haul of 1,635 kits of codstuffs sold for £52,808 during one of the best spells of late August trade in memory at the Humber port.

It was the eighth time this outstanding team has broken the record since *Margrethe* Bojen was built in spring 1976. Even though it was the first time the pair has bettered the old record this year, the vessels have been very close to the old figure of £47,749 on three previous outings.

Both vessels were at sea for only ten days but, owing to heavy landings on Thursday, August 24, only *Margrethe* Bojen was discharged.

Frances Bojen had to lay over a day until the Friday market.

After a £31,847 grossing from 898 kits by *Margrethe* Bojen, a new standard was never really in doubt. Only the complete collapse of the Friday market could have eroded their chances.

A spokesman for John R. told *Fishing News* that the

worst effect of the delay was that *Frances* Bojen was late in the ice queue which meant she could lose fishing time. The grossing would almost certainly have been larger had they both landed on the same market.

"The edge had gone off a little by Friday, but it was very good fish and still sold very well indeed."

Not only was it the first time a pair team had bettered £50,000 in a trip, but the £31,847 grossing by *Margrethe* Bojen was the best by any single vessel during the week; also the first occasion a vessel under 80ft. had topped £30,000 at Grimsby.

Best shelf cod made around the £60 per 10-stone kit mark all through the week and anything sizeable in the way of cod or haddock sold particularly well.

There were more big grossings from the port's anchor-seiner fleet and nine 'snibbies' mustered more than £10,000 as the weekly landings, heavily augmented by overland supplies, soared

above 30,000 kits for the week.

Danbrit's *Helga Maria* (Sk. Michael Mayer) looked set to take the honours with an early £12,852 from 374 kits of cod and a few plaice. But Skipper Villy Thomsen in *Rosmunde*, looking for a figure around £15,000 to become the first Grimsby seiner to pass £100,000 during the course of a year, came in with 412 kits to beat everyone. Yet she still fell just short of the target with a £13,984 tally.

On the trawling side there was a definite improvement over recent weeks. Top tripper was BUT's *Ross Civet* (Sk. Alan Redpath) with 1,027 kits, including 280 of codstuffs and 680 of coley, worth £25,023 after a 17-day Faroes trip.

However, as the week wore on the seilars moved in to 'save' hundreds of kits of coley, while 433 kits landed by *Ross Kipling* in a turnout of 1,161 kits went for meal as the former distant water ship grossed a disastrous £14,520 (see page four).

THE GRIMSBY North Sea trawler *Lemberg* grossed a career-best £14,973 from 428 kits after a 13-day trip from the Humber port last week.

It was a quality plaice trip — including 100 kits of cod and coley — which gave the best ever return made by the 117ft. trawler in 17 years at Grimsby with Lindsey Trawlers.

The small family business has always maintained a strong interest in North Sea trawling, and in recent years, has concentrated on the North Sea grounds with small, fairly economical trawlers.

Owners at Grimsby are laying up more and more trawlers and vessels are being offered for sale because of the huge losses, but the grossing by *Lemberg* (under skipper Albert Wright) is the latest of several good trips put up by the six-strong Lindsey fleet.

In the recent past the firm has had a tremendous struggle to keep in fishing, often subsidising trawlers from its other interests. Although far from out of the very real difficulties facing all

RUSSIA is being asked by Norway to account for its action in stopping two British vessels fishing in the "grey zone" of the Barents Sea.

Both trawlers — *Coriolanus* and *Arctic Buccaneer* — were operating with licences issued by Norway.

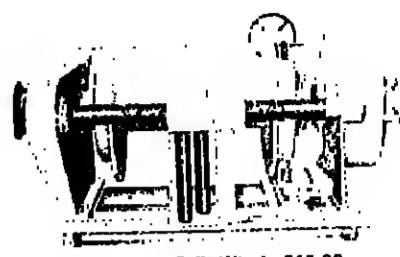
The Oslo newspaper *Aftenposten* reported that a Russian inspection ship had intercepted the two British vessels. It was stated to be absolutely clear that the Russians were wrong to take this action under the provisional Norwegian-Russian agreement.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Midle water
 £25,023: Ross Civet, BUT (Sk. A. Radpath), 1,027k, F, 17 days.
 £20,488: Ross Tiger, BUT (Sk. C. L. Smith), 842k, F, 16 days.
 £18,631: Ross Leopard, BUT (Sk. P. Bartlett), 721k, W, 15 days.
 £16,653: Yesso, Taylor (Sk. R. Burres), 808k, F, 16 days.
 £14,077: Ermo, Taylor (Sk. G. Smith), 535k, F, 15 days.

North Sea

£14,973: Lemberg, Lindsey (Sk. A. Wright), 426k, NS, 13 days.
 £13,742: Boston Halifax, Boston (Sk. W. Hudson), 567k, NS, 12 days.
 £13,193: Tom Grant, Lindsey (Sk. S. Johnson), 381k, NS, 13 days.
 £11,632: Lucerne, Lindsey (Sk. S. Davidson), 383k, NS, 13 days.
 £9,487: Loveden, Lindsey (Sk. G. Ireland), 343k, NS, 9 days.

Selmer

£13,984: Rasmine, Chpman (Sk. V. Thomsen), 412k, NS, 16 days.
 £12,652: Helga Maria, Danbrit (Sk. M. Møyer), 374k, NS, 14 days.
 £11,898: Kronborg, Conso (Sk. H. E. Dam), 364k, NS, 15 days.
 £11,661: Macand, Sleight (Sk. L. Hojberg), 362k, NS, 14 days.
 £10,802: Oibek, United (Sk. C. Thomsen), 304k, NS, 14 days.
 £10,700: Aarnborg, Conso (Sk. V. Dam), 333k, NS, 14 days.
 £10,070: Margaret, Hamling (Sk. T. Nielsen), 311k, NS, 14 days.
 £10,028: Pacemaker, Sleight (Sk. N. Møller), 277k, NS, 18 days.
 £10,027: Sonderborg, Conso (Sk. O. Pedersen), 347k, NS, 14 days.

Pair Teams

£52,808: Margarethe Bojen, £31,847 (Sk. J. Bojen), 898k, 10 days, and Frances Bojen, £20,981 (Sk. J. Richardson), 637k, 11 days, both John R. NS.
 £28,654: Sonia Jane, £17,226 (Sk. D. Bulay), 575k, and Anna Michelle, £11,428 (Sk. P. Harris), 364k, both John R. NS, 14 days.
 £23,924: Ann Charlotte, £12,496 (Sk. R. Collins, 439k, and Laurids Skomager, £12,300 (Sk. J. J. Bojen), 423k, both John R. NS, 14 days.

£24,360: Lochearn, £13,789 (Sk. M. Cox, 472k, and Seorch, £10,571 (Sk. D. Cox), 379k, both Slaight, NS, 12 days.

HULL

£40,902: St. Dominic, Hamling (Sk. D. Plattin), 1,360k, BI, 22 days.
 £12,541: Port Vole, East Coast (Sk. B. Hargreaves), 472k, W, 18 days.

FLEETWOOD

£18,000: Soeljon, Marr (Icelandic), 627 kts.
 £14,960: Drifo, Marr (Icelandic), 450 kts.

Home water

£16,234: Boston Stirling, Boston (Sk. W. Bridge), 1,137k, 16 days.
 £16,017: Boston Blenheim, Boston (Sk. B. McAvoy), 1,020k, 15 days.
 £11,400: Ivana, Marr (Sk. F. Willson), 352k, 13 days.
 £10,849: Ella Hewitt, Hawatt (Sk. J. Newham), 448k, 14 days.
 £9,529: Boston Explorer, Boston (Sk. W. Anderson), 402k, 14 days.
 £7,043: Replenish, Ward (Sk. J. Rawcliffe), 252k, 12 days.
 £6,868: Resolute, Ward (Sk. J. Wright), 165k, 13 days.
 £8,501: Royalist, Hawatt (Sk. A. Middleton), 247k, 13 days.
 £6,303: Admiral Hauke, Hawatt (Sk. H. Buckley), 240k, 13 days.
 £4,032: Southdale, Hswett (Sk. S. Carlson), 117k, 12 days.
 £3,858: Craigmillor, Ward (Sk. D. Bailey), 109k, 11 days.

ABERDEEN

£15,681: Ben Lui, Irving (Sk. T. Nelson), 664k, BI, 20 days.
 £15,463: Aberdeen Venture, Wood (Sk. J. Ogston), 920k, F, 15 days.
 £14,123: Ben Bhackie, Irvin (Sk. A. Rhind), 876k, S, 16 days.
 £13,986: Grampian Chieftain, North Star (Sk. A. Leiper), 1,287k, S, 16 days.
 £12,460: Clarkwood, Wood (Sk. S. Thomson), 976k, S, 14 days.
 £11,483: Starwood, Wood (Sk. J. Hird), 492k, F, 14 days.

LOWESTOFT

£13,658: Oulton Queen, Talisman (Sk. A. Hutchinson), 395k, NS, 11 days.

£13,480: St. Patrick, East Coast (Sk. D. Beaford), 426k, NS, 12 days.
 £12,410: St. Croix, East Coast (Sk. J. Harper), 348k, NS, 12 days.
 £12,369: Suffolk Monarch, Hobsons (Sk. D. Smith), 378k, NS, 12 days.
 £12,446: Boston Sea Fury, Boston (Sk. V. Crisp), 368k, NS, 13 days.

NORTH SHIELDS

£14,351: Ben Edra, Irvin (Sk. R. Palmer), 34,744k, NS, 10 days.
 £11,181: Ben Glas, Irvin (Sk. S. Shaadar), 33,225k, NS, 12 days.
 £9,539: Ben Chour, Irvin (Sk. T. F. Jemiason), 21,660k, NS, 9 days.

Under 80 ft

£13,534: Christine Nielsen, Irvin (Sk. C. Ellia), 25,380k, NS, 8 days.
 £6,288: Congener, Irvin (Sk. A. Morse), 11,155k, NS, 3 days.
 £6,064: Starella, Irvin (Sk. T. Johnson), 12,572k, NS, 1 day.
 £6,008: Lindsfarne, Irvin (Sk. J. Bailey), 12,223k, NS, 3 days.
 £10,241: Burton Fleming, Newington (Sk. A. Lopaz), 26,675k, NS, 7 days.
 £6,591: Rose of Sharon, Calay (Sk. A. Moodie), 11,358k, NS, 2 days.

GRANTON

£17,070: Arctic Riever, Liston (Sk. D. Wright), 1,227k, NS, 10 days.
 £14,079: Arctic Attacker, Liston (Sk. I. Smith), 566k, WC, 12 days.
 £13,986: Arctic Crusader, Liston (Sk. M. Trotter), 579k, WC, 12 days.
 £12,159: Arctic Brigand, Liston (Sk. A. Wood), 531k, WC, 12 days.

MILFORD HAVEN

£7,664: Bryher, Norrard (Sk. A. James), 189k, 13 days.
 £6,900: Picton Sealion, Norrard (Sk. T. Selter), 129k, 13 days.
 £4,002: Rosevear, Norrard (Sk. J. Mansson), 70k, 7 days.
 £2,744: Westerdale, Linke (Sk. T. Smith), 62k, 8 days.
 £2,484: Norrard Star, Norrard (Sk. J. Rogers), 53k, 8 days.
 £2,054: Arthur Harvey, (Sk. J. Donovan), 41k, 7 days.

KEY: BI Bear Island; SS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; L light; NS North Sea; O Orkney; R Rockall; S Shetland; W Westaries; WC West Coast; VV White Sea; Sk Skipper; k kts; o owt; k kts.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Faroe and Western: Ogn, Ross Civet, Ross Jockey, Sunda and Yesso.

HULL

Expected during the week from White Sea and Bear Island: C. S. Forester.

PORT MARKETS

FRIDAY, AUGUST 26

DUBLIN
 Over 1,000 boxes landed, mainly from Howth and Killybegs. Prices: gutted whiting, 10p/10p; salmon, £1.80/£2.16; grilse, £1.50/£1.98; crawfish, £1.50/£1.80; prawns, 20p/20p; prawn tails, 50p/50p; brill, 17p/30p; turbot, 20p/21p; dabs, 8p/6p; cod, 20p/24p; codling, 8p/12p; small haddock, 8p; gutted haddock, 12p/20p; per lb; round whiting, 24p/21p; ray, 6p/23p; mackerel, 23p/24p; per box.

RYE (SUSSEX)

16 boats landed. Prices: plaice, 28p; dabs, 1.50; whiting, 1.30; mixed, 1.60; per stone; large Dover sole, 1.10; medium, 85p; alga, 50p; per lb.

MONDAY, AUGUST 28

ISLE OF MAN
 Prices: herring, 25p units landed at Peel at £42/£57.80; per unit.

TUESDAY, AUGUST 29

GRIMSBY
 28 boats landed a good supply of 5,830 kts which met a good demand. Prices: shell cod, 24p/25p; codling, 22p/23.40; large haddock, 24p/25.00; medium, 23p/24.00; small, 22p/23.00; large plaice, 24p/25.00; small, 23p/24.00; large dogfish, 28p/30.00.

medium, 24.50; salted, 1.35/£2.20; large lemon sole, 24.80; medium, 23.80; per stone.

HULL

2,590 kts landed from two Icelandic vessels, including a part landing. Prices range per 10 stone kit, heads on: shell cod, £28.55/£41.25 (average £34.15); shell codling, £28.80/£35.25 (average £32.15); shell haddock, £33.75/£39.35 (average £36.15); cod, £17.50/£20.25 (average £19.15); herring, £23p/30.25 (average £26.10); plaice, £31.50/£44 (average £37.20); halibut, £47/£58 (average £52.60).

FLEETWOOD

Prices: cod, £30/£50; plaice, £24/£44; haddock, £20/£45; halibut, £45/£120; hake, £50/£78; codling, £14/£24.50; dogfish, £11/£13; monkfish, £30/£45; roker, £9/£49; whiting, £10/£30; Dover sole, £10/£20; lemon sole, £30/£35; per 10 st. kit.

ABERDEEN

270 tons from nine Faroe and North Sea boats. Prices: cod, £34/37; large codling, £34.50/£37; medium, £43; small, £15/£22.50; ling, £15/£18; turk, £14; haddock, £20.50; salted, £10.20/£14.60; large haddock, £25/£36; small, £18/£29; whiting, £15.30/£21.40; lemon sole, £12; hake, £18/£58; plaice, £30/£33.50; monkfish, £39/£40; per owt; halibut, £5.40/£14.20; per stone.

LOWESTOFT

1,900 kts from seven boats. Prices: cod, £30/£45; large plaice, £34/£44; medium, £30/£44.50; small, £24/£34; codling, £22/£24; large haddock, £38/£53; small, £14.50/£38; whiting, £10; large roker, £40; small, £38/£42; catfish, £22/£24; large turbot, £148/£154; small, £88/£100; lemon sole, £30/£47; alga, £190; brill, £45; dabs, £18/£30; monkfish, £80; dogfish, £25/£35; per 10 st. kit.

NORTH SHIELDS

Prices: large cod, £25/£32; medium, £20/£27; selected, £17/£22.50; small, £9/£12.50; large haddock, £19/£23; medium, £20; small, £14/£19.50; selected whiting, £10.50; small, £7; large lemon sole, £30; medium, £27.75; small, £18; large plaice, £25; medium, £29; small, £18; large dogfish, £34/£41; small, £22.50/£4.50; per 40 kts unit.

MILFORD HAVEN

280 kts from three boats. Prices: squid, £38/£39; large cod, £35; medium, £38; codling, £39; large plaice, £45; medium, £46; small, £17/£20; turbot, £125; whiting, £15.80/£17; large Dover sole, £185; alga, £120; tongue, £50; brill, £65; large ray, £32; medium, £30; small, £20/£22; dogfish, £8; per 8 st. kit.

BUCKIE

185 boxes from five boats. Prices: large mackerel, £1.50; small, £1.10; large cod, £3.20; medium, £2.80; small, £2; large haddock, £4; medium, £4; small, £3; small round haddock, £3.30; whiting, £2.50; round whiting, £1.20; monkfish, £4.20; lemon sole, £2.45; plaice, £2.50; whelch, £1.30; large prawn tails, £22/£22; small, £10/£15.00; ling, £2.50; skate, £2.50; hake, £3; per stone.

ARBROATH

18 boats landing. Prices: medium haddock, £21/£23; selected, £21/26; small, £19/£23; large codling, £20/£25; medium, £18/£21; small, £14/£17; large whiting, £17/£20; small, £8.30/£12; per box; lemon sole, £5/£5.50; dabs, £1/£1.50; per stone.

LOCHINVER

263 boxes from five boats. Prices: cod, £2.90/£3.40; haddock, £2.30/£2.42; round haddock, £2.10; whiting, £2.20/£2.84.

BRIXHAM

Large plaice, £4.20; small, £4.20; medium, £4.20; large cod, £22.80; small, £22.80; large haddock, £22.80; small, £22.80; large whiting, £22.80; small, £22.80; large monkfish, £22.80; small, £22.80; large mackerel, £22.80; small, £22.80; per stone.

ISLE OF MAN

Prices: herring, 98p units landed at Peel at £41/£50.80; per unit.

round whiting, £1.16/£1.16; mackerel, £1.70/£2.80; whelch, £1.40; monkfish, £4.20; small, £1.00; hake, £2.20/£2.40; prawns, £9.25/£14.25; per stone.

LOSSIEMOUTH

50 boxes from three boats. Prices: selected haddock, £3.20/£4; whiting, £1.50/£2; plaice, £1.90/£2; monkfish, £1.50/£2; sole, £5; per stone.

MACDUFF

400 boxes from 11 boats. Prices: lemon sole, £3.50/£3.50; monkfish, £3.50/£3.50; plaice, £2/£3.90; prawn, £1.13.90/£23.40; per stone; medium codling, £21.20/£23.50; medium haddock, £22.80/£23.50; small codling, £19.20/£20; round whiting, £12.20/£13.80; per box.

PETERHEAD

1,130 boxes from 19 boats. Prices: cod/codling, £33.20/£33.20; small round whiting, £10/£12; coalfish, £2.10/£2.10; ling, £2.60/£2.80; sole, £5/£11.6; plaice, £3.50/£5.10; per stone; large haddock, £32.40/£33.50; medium, £27.50/£30.50; small, £23.50/£25.50; per box.

WICK

170 boxes from seven boats. Prices: codling, £33.80/£33.80; £12/£25.20; whiting, £2.60/£15.80; plaice, £14/£14; small cod, £20; dabs, £2; skate, £12; per box.

EYEMOUTH

Prices: large codling, £25.50/£25.50; medium, £20.60/£24.10; small, £16/£18; medium haddock, £25/£25.70; best small, £20/£24.90; small, £15.50/£15.50; small whiting, £9/£13.30; per 10 st. kit; crabs, £7; per 4 st box; lobsters, £2; per lb.

NEWLYN

Prices: mackerel, price say from £2.50 to 80p according to size, rad mullet, £12.80; large cod, £3.80; codling, £3.20; sole, £1.80; large whiting, £3.80; small, £1.80; gurnard, £1.30; large dabs, £2.50; small, £1.20; pollock, £2.40; large pouting, £1.50; small, 50p; large cod, £3.50; medium, £3.50; small, £2.60; large lemon sole, £1; medium, £5.20; small, £2.30; large Dover sole, £2; medium, £1.60; alga, £10; squid, £3.80; large monkfish, £13.50; medium, £15; small, £5.20; large ray, £1.80; medium, £3.20; small, £1.80; large hake, £5.50; medium, £4.20; small, £2.50; ling, £2.30; large conger eel, £2; medium, £1.20; small, 70p; large John Dory, £5.50; medium, £5; small, £5.50; per stone; bass, £1.25; per lb.

FOLKESTONE

Soven boats landing. Prices: large plaice, £5.75/£12; small, £4/£12; large skate, £2/£2.45; lemon sole, £7/£7.95; dabs, £2.80/£3.30; whiting, £1.75; medium, £2.40/£4.50; per stone; large cod, £1.10; small, £1.10; medium, £1.10; large haddock, £2.50/£3.00; small, £2.50/£3.00; large ray, £5p/60p; small, 50p; large 95p/11.00; large Dover sole, £1.25/£1.31; alga, 60p/70p; per lb.

BRISTOL

Large plaice, £4.20; small, £4.20; medium, £4.20; large cod, £22.80; small, £22.80; large haddock, £22.80; small, £22.80; large whiting, £22.80; small, £22.80; large monkfish, £22.80; small, £22.80; large mackerel, £22.80; small, £22.80; per stone.

SEASIDE

For sale due to ill health 23ft. x 36ft. GRP displacement hull, forward wheelhouse, 1.5 BMC reconditioned, new 30hp Werner gearbox 2.1 manifold, shaft, propeller, stern gear, all fitted VHF, Seawater. All that remains to finish, steering, gunnel capping. Telephone: Eastbourne 56561 or Newhaven 6143.

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"CHARLOTTE ROSE", built 1975, 31ft. 6in. x 10ft. 6in. 110hp, 11.550, telephone Kings Lynn 4162.

27ft. Aquasport GRP forward wheelhouse, Ford turbocharged 2000cc, toilet washbasin, two berth galley, electric capstan, hydraulic hoist, single lever controls, velvet gearbox, Seavice RT, 600 sounder, new prop, anchor, compass, navigation light, hand-held pump, electric pump, large covered cockpit, Decen 21 fitted, £8,750, telephone Mospell 56488.

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